

**SAS Superstructure**

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 21-Nov-14

Time 5:16 AM

**Daily Diary Report by Bid Item**

Contract No.: 04-0120F4

Diary #: 002 Const Calendar Day: 799 Date: 16-Nov-2011 Wednesday

Inspector Name: Soheilifard, Saman Title: Transportation Engineer

Inspection Type: Continuous

Shift Hours: 07:00 am 5:00 PM Break: Over Time: 02:00

Federal ID:

Location:

Reviewer: Woods, Mark Approved Date: 23-Dec-11 Status: Approved

**04-0120F4  
04-SF-80-13.2/13.9  
Self-Anchored  
Suspension Bridge****Weather**

Temperature 7 AM

12 PM

4PM

Precipitation

Condition Sunny with the morning Fog

Working Day ☒ If no, explain:**Diary:**

Dispute

**Tower Bolting**

Having finished the tensioning of the bolts at the last 3 locations at elev. 13.0m, the three-man crew turned their attention to the ring beam at the 9.0m elev. The angles that are to connect the diaphragm to the skins of the shafts and the shear plates, have bolt holes in one leg only. The plan is to line-up these holes with the holes in the skins and measure gaps between the underside of these angles and the top of the diaphragms. This measurement will determine the size of the shim plates that will be required at all the locations around the perimeter where these angles are bolted up to the skins. Then, the bolt holes will be drilled through the diaphragms, shim plates and the 2nd legs of these angles.

At 10:30, Steve Jensen (QC) was present at elev. 9.0m to go through the Torque Testing of the last 3 cells. Starting at the West Inner, we tested 6 bolts and continued through the East Inner and the North cell. Finally, we finished off the testing at the South cell, which in turn concludes Bolt Testing at Elev. 13.0m. All bolts tested were A325 M20x55mm. The ONLY exception were the 8 bolts that are used in the connection of the diaphragm to the channel attached to the longitudinal stiffeners of the shear plate "a1S." These were all M20x65mm bolts. When these holes were reamed/drilled last week, the hole turned into an oversized hole-long slotted holes-for which a 5/16 plate washer was required; hence, using the longer bolts at 4 connections. The Inspection Torque for all these bolts was 247 ft-lb and all bolt connection got a passing grade.

At the North cell 6/12 bolts on the channel against the Longitudinal Stiffeners of "a1N" shear plate were torque tested and 5/12 on the bolts against the "a2N" shear plate in addition to 2 of 6 on the beams connecting the channels to the "E" skins of the North and West shafts. All bolts were A325, M20x55mm with the inspection torque of 247ft-lb.

At the South cell all of the 8 bolts on the 5/16mm plate washers + 2 of 6 of the remaining bolts at this connection. 2 holes were left open as the connecting angle had been cut-off at this location. This is the connection of channel and the Longitudinal Stiffeners on the Shear Plate "a1S." In the same cell, 5 of 16 bolts on the connection of the "a2S" shear plate & the channel were torque tested. All bolts were A20x55mm, except the 8 bolts that were tensioned over a 5/16mm plate washers, which were 65mm long.

At the West Inner, 3/6 bolts each on the "A" skins of the West and South shafts were tested.

Similarly, at the East Inner, the connection to the "A" skins of the North and the East shafts were tested to the tune of 3/6 on each skin.

Bolts for all the afore-mentioned connections were A325 M20x55, unless otherwise noted.



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Wednesday

This work was done in conjunction with Eduardo, who was torquing the bolts and Steve Jensen, QC, who was watching me observe the dial gauge on the torque wrench.  
This concludes all bolt testing at elev. 13.0m.

The 3-man crew moved down below to elev. 9.0m in order work on the ring beam. Beginning with the West outer, they spent most of the day erecting walkways below the diaphragm at this elevation. Also, they began lining up the angles against the holes on the skins to determine the gap that exists between the bottom of the angles and the top of the diaphragm.

### Conversation

In a conversation with Dan McNichol of ABF, he told me that they will collect all information in regards to this operation (the gap that needs to be shimmed, rimming/drilling of new holes in a few locations and plug welding the existing mis-aligned ones...) and submit that in a RFI before moving forward with finalizing the bolting of these angles.

It has been a few weeks that I am hearing about the resumption of the Electro Slag Weld repairs, but nothing has materialized, yet.

Finally, work on the fabrication of cover plates at splice 4, elev. 145 has begun.

Hours Worked: 7:00 - 17:30

OT Hours: 2

### Tower Bolting

Doug Wright is dead WRONG.



04-0120F4 Bid Item: 053 T-L01-SPD.053 Tower Lift 01 Shear Plates and Diaphragms

AMERICAN BRIDGE/FLUOR, A JV

### Labor

Trade	Class	Name	RT Hrs	OT Hrs	DT Hrs	Total	Remarks	Dispute
<b>Contractor:</b> AMERICAN BRIDGE/FLUOR, A JV								
Ironworker	APP	DARIO LUCAS	0.00	0.00	0.00	0.00		<input type="checkbox"/>
Ironworker	JNM	CARLOS ALVERADO	0.00	0.00	0.00	0.00		<input type="checkbox"/>
Ironworker	JNM	EDUARDO JIMENEZ-PADILLA	0.00	0.00	0.00	0.00		<input type="checkbox"/>